

- d. Install a decorative screen wall (at least 2 feet, 6 inches high), a trellis, or other continuous architectural element, with a length of at least 20' along the front property line. Height and location of elements are not to create a visibility or security problem; or
- e. Other treatments shall be considered, provided they meet the Intent of the standards as determined by the responsible official.



Figure A-46. This street corner successfully combines landscaping with architectural elements. Signage demarcates the area, not an individual store.

Section B: Vehicular Access and Parking

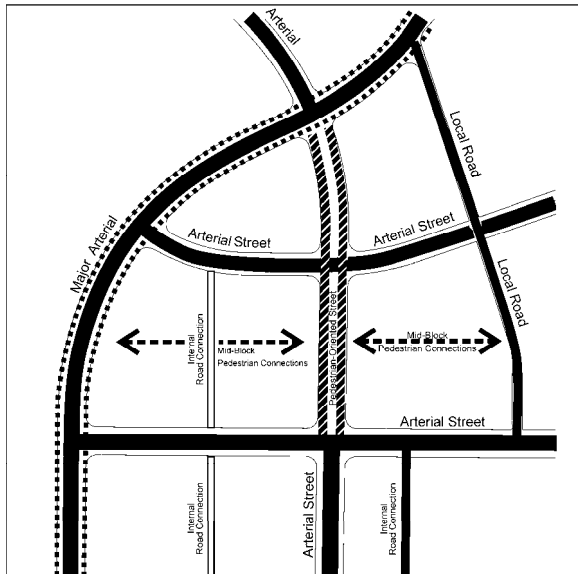


Figure B-1. A good example of a hierarchy of streets. Note the range of street types, including arterials, pedestrian-oriented streets, and internal roads.

B.1 Street Pattern and Layout

Intent

- ◆ *To create and maintain a safe, convenient network of streets that enhances the district's ability to function as a pedestrian-oriented neighborhood center.*

Standards

- B.1.1 Developments shall meet the requirements of CCC-Chapter 40.350 (Transportation and Circulation) unless otherwise noted herein.
- B.1.2 Applicants shall successfully demonstrate how the proposed development maintains a hierarchy of streets to provide organized circulation that promotes use by multiple transportation modes and to avoid over-burdening the roadway system. The hierarchy may consist of:
 - a. **Arterial.**
 - b. **Collector.**
 - c. **Access Road.**
 - d. **Internal Road.**
 - e. **Pedestrian-Oriented Streets.** Streets that are intended to feature a concentration of storefronts and pedestrian activity. Such streets feature slow moving traffic, narrow travel lanes, on-street parking, and wide sidewalks. Public streets and private internal access roads may be designated as pedestrian-oriented streets by an adopted subarea plan or master plan, by an applicant, or by the County based on the following criteria.
 - (1) Ideally, each Mixed-Use area (contiguous MX properties) should include at least one pedestrian-oriented street segment. This could be the entire street, a single block, or a portion of a block. The Pedestrian-Oriented Street designation could also be applied

to a pedestrian only corridor, where a concentration of retail and pedestrian activities is sought.

- (2) The extent of the Pedestrian-Oriented Street designation should be limited to an area that can reasonably support small scale retail uses based on current and projected market conditions.

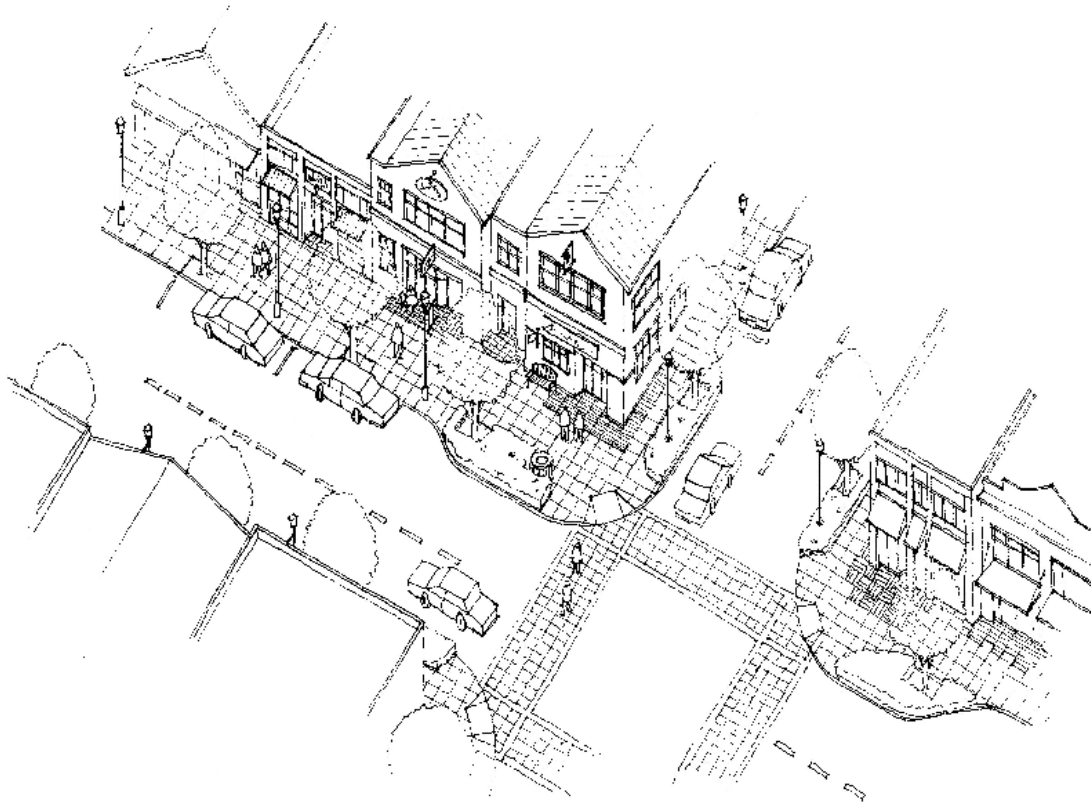


Figure B-2. Pedestrian-oriented streets feature storefronts built right up to the sidewalk.

B. Vehicular Access and Parking

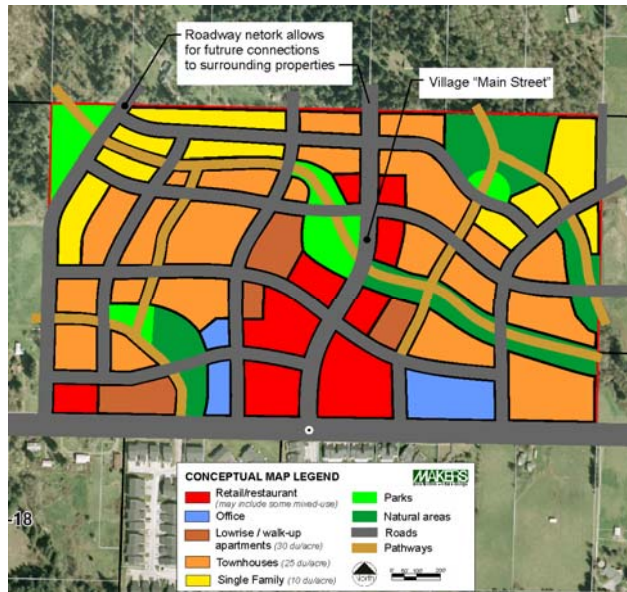


Figure B-3. An example of a modified grid with desirable block sizes that enhance circulation. Note that the larger blocks are broken up with trails or open spaces.

B.1.3 Developments shall provide and/or be integrated with a dense network of streets in a “modified grid” to help provide a sense of place and orientation and to appropriately distribute the flow of traffic. A street network dominated by long, irregular loop roads and cul-de-sacs is not appropriate. The modified grid relies on the “T” and crossroads intersection. It responds well to incorporating topographic features and creating road form where the property is surrounded by open space. Sidewalks in a modified grid allow for a continuously linked network. Utilizing a hierarchy of streets as defined above, developments shall conform to the following cross circulation standards:

- Maximum block width: 480 feet.
- Maximum block perimeter: 1,400 feet. This allows for a block of 480 feet wide by 240 feet wide, which is a desirable width of a block accommodating lots facing streets on either side. Such a network allows for better traffic flows, orientation, and shorter trips.

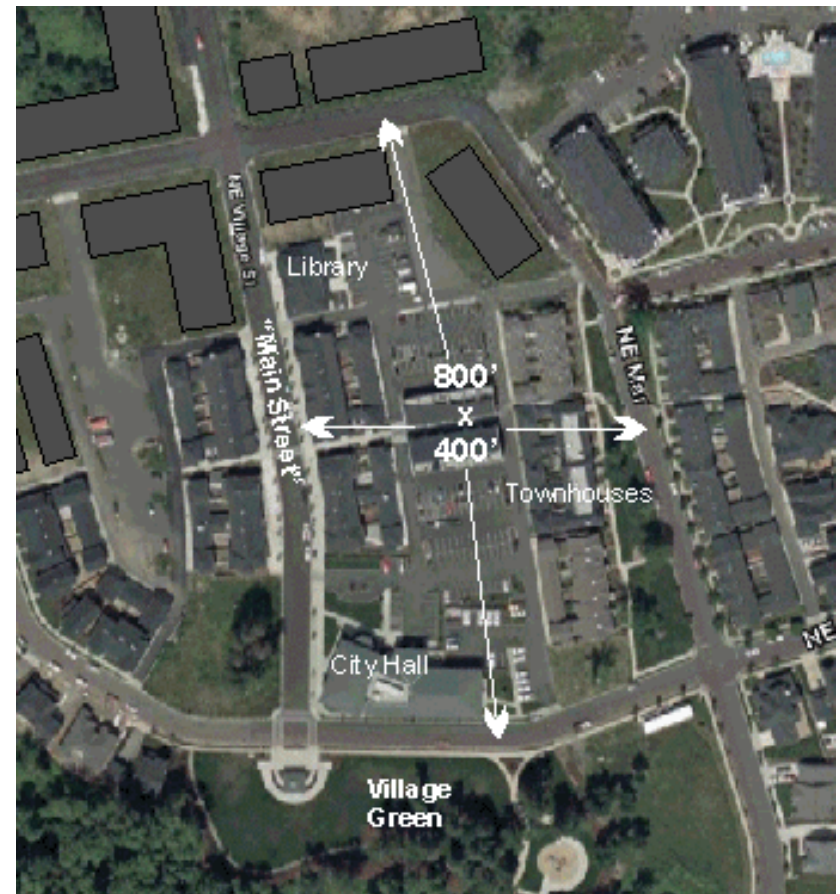
Departures from the above standards shall be considered by the responsible official based on one or more criteria listed below. All such proposals shall meet the Intent of the standards.

- (1) Topography, right-of-way, existing construction or physical conditions, or other geographic conditions impose an unusual hardship on the applicant, and an equivalent alternative which can accomplish the same design purpose is available.
- (2) A departure provides the opportunity for a public open space or other public amenity that goes well beyond minimum standards herein. For example, a larger block could allow for the development of a mixed-use pedestrian village featuring a centralized plaza space with parking and vehicular access around the perimeter. See figure B-4 for an example.

For any such departure, through-block pedestrian pathways are encouraged at 220-foot intervals and required at intervals not more than 480 feet.

- (3) The location of institutional or other similar uses require a larger block size.
- (4) A private internal road(s) may be used to meet cross circulation standards per the following conditions:
 - (a) Adjacent properties do not rely on applicable roadway for primary access.
 - (b) Roadway shall be designed to look and function like public streets (planting strips, street trees, sidewalks, and parallel parking, where appropriate per the responsible official).
 - (c) Roadway shall be and are accessible to the public.
 - (d) Applicable only to areas of non-residential and multifamily developments.

Figure B-4. Fairview Village contains some blocks that exceed these standards. However, the network of internal roads and pathways, the presence of the City Hall, and the “Main Street” configuration would qualify it for a departure.



B.2 Street Design

Intent

- ◆ *To create safe, attractive, and functional streets that enhances the district's ability to function as a pedestrian-oriented neighborhood center.*
- ◆ *To enhance the character and identity of the area.*
- ◆ *To balance street design to deemphasize vehicular travel.*
- ◆ *To beautify mixed-use districts by incorporating landscaping elements into the streetscape.*
- ◆ *To encourage pedestrian activity.*

Standards

NOTE: All developments are subject to the requirements of CCC-Chapter 40.350 (Transportation and Circulation). However, Standard B.2.1 below provides that departures or “modifications” to those standards may often be warranted to meet the Intent of the standards noted above. Where applicable, applicants must comply with CCC Section 40.550.010, Road Modifications.

- B.2.1 Applicants shall demonstrate to the responsible official's satisfaction, how the project's proposed street design and development design creates safe, attractive, and functional streets that enhance the district's ability to function as a pedestrian-oriented mixed-use center. This can be accomplished by:
- a. Providing traffic calming measures, including:
 - (1) Narrow travel lane and roadway widths in a way that reduces travel speeds to levels that are appropriate for pedestrian-oriented areas. Generally speeds of 25 mph or less are appropriate. An exception might be Arterials or Collectors that border a Mixed-Use district.

- (2) On-street parking (except highways and most arterials), particularly in commercial areas. The presence of parked cars adjacent to travel lanes not only helps to slow traffic, but it provides a shield to pedestrians on the adjacent sidewalk and provides convenience to shoppers.
- (3) Curb bulbs that narrow the street width at intersections and other locations where pedestrian street crossing is desired (see Figure B-6 for an example). Curb bulbs are required on all corners where on-street parking is included on at least one of the streets and pedestrian traffic is desired, and no related critical vehicular conflicts are present per the responsible official.
- (4) Reduced turning radius at corners. An effective turning radii to slow turning movements on minor cross streets is 15 feet. A 25-foot turning radius is more appropriate at major cross streets (increased to 30 feet if there are a large number of bus and truck turning movements). The responsible official shall factor anticipated traffic volumes (both pedestrian and vehicle), traffic types, and intersection traffic control devices in approved radius.
- (5) Visible and attractive crosswalks, for intersections or midblock sites where pedestrian crossings are preferred, per the responsible official. At minimum, crosswalks shall be 6 feet wide, with wider crosswalks desirable in areas with high levels of pedestrian activity.
- (6) Landscaped medians, roundabouts and traffic circles, where appropriate, as determined by the responsible official. These features visually notify drivers that they are entering a special area. All can help to decrease vehicular speed and reduce accidents. Medians give pedestrians a safe place to stop as they

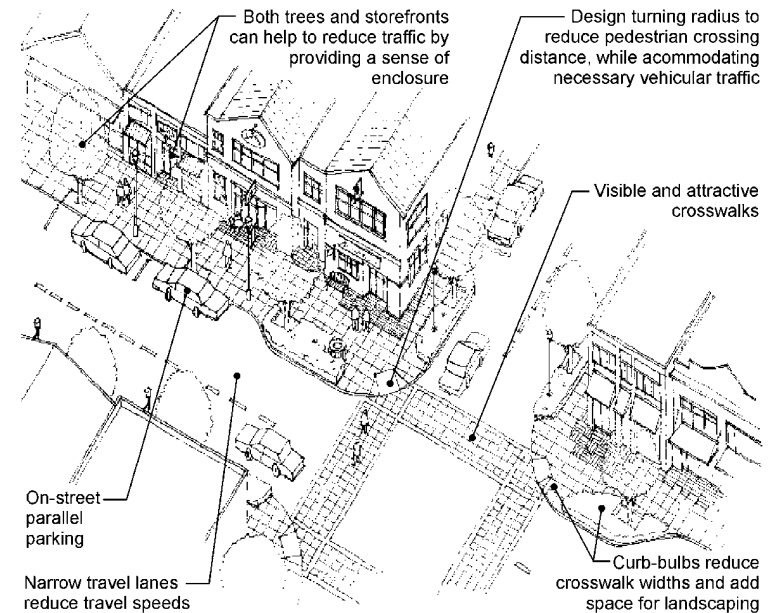


Figure B-5. Desirable street design features.



Figure B-6. Curb bulb example.

B. Vehicular Access and Parking



Figure B-7. Landscaped median example.

cross a street. All treatments offer opportunities for special landscaping and artwork.

- (7) Site storefronts or other buildings adjacent to or close to the street. Although the buildings are outside of the right-of-way, they offer can offer a sense of enclosure that contributes to a street's sense of place and encourages drivers to slow down. See Figure B-8 for examples of desirable and undesirable height to width ratios involving building heights/street widths.
- b. Providing landscaping elements that enhance the visual environment.
At a minimum, this includes street trees, which shall be placed 30 feet on-center between the roadway and sidewalk. In high pedestrian traffic areas, trees should be placed in grates or planter boxes (at least 5 feet by 5 feet) to allow greater sidewalk widths. Otherwise, planting strips between the roadway are appropriate – particularly adjacent to residential uses. In order to support a healthy tree, planting strips shall be at least 5 feet in width. A variety of drought tolerant and low maintenance ground covers and low shrubs (in accordance with the Standard Details Manual: “G” Roadway Planting Materials Table and Planting Details) shall be used in planting strips. Planting materials and patterns should can also be used to create a distinct identity for a district, area, street, or even a single block.

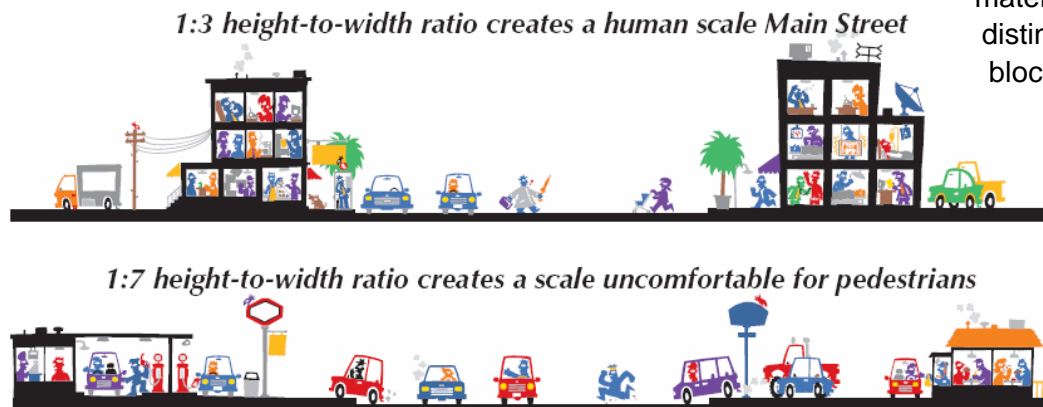


Figure B-8. Desirable height to width ratios for streets.

- c. Providing functional and attractive sidewalks per Standard C.1.1.
- d. Providing lighting to enhance the safety and character of streets (see CCC _____ for related standards). Pedestrian-scaled lighting (light fixtures no taller than 15 feet) are required on all streets at intervals to be determined by the responsible official.
- e. Accommodating bicycle uses, where possible and desirable, as determined by the responsible official. Defining the type and design of on-street bicycle facilities shall address the type and mix of traffic, the speed of traffic, the area circulation pattern, the terrain, and overall roadway design. On-street bicycle access can range from striped bike lanes, wider shoulders, or shared lanes. The New Jersey Department of Transportation (NJDOT) developed Table B-1 to indicate at what speeds and traffic volumes (vehicles per day) bicycles are compatible with vehicle traffic. The chart indicates, for example, that a shared lane is appropriate where there are fewer than 10,000 vehicles per day traveling less than 30 mph, but that a separate lane is recommended if either speed or volume is much higher.
- f. Accommodating current and future transit uses, where applicable, as determined by the responsible official. A consultation with the applicable transit agency shall be required for all projects to determine proper location and design of streets to accommodate transit uses.
- g. Providing amenities that enhance the pedestrian environment per Standard C.3.4.



Figure B-9. Landscaping elements enhance the streetscape for this mixed-use area.

Table B-1. Appropriate On-Street Bicycle Facilities, Based on Volume of Traffic and Travel Speeds (source: NJDOT)

	20 mph	25 mph	30 mph	35 mph
Existing Lane	<2,000	<2,000	<2,000	<1,200
Shared Lane	2,000-10,000	2,000-10,000	2,000-10,000	1,200-2,000
Bike Lane	>10,000	>10,000	>10,000	>2,000

B. Vehicular Access and Parking

Street Design Resources:

Road Diets: Fixing the Big Roads, Dan Burden and Peter Lagerway; Walkable Communities, Inc, 1999

Flexible Design of New Jersey's Main Streets; Reid Ewing and Michael King, web: www.state.nj/transportation/publicat/flexibledesign.pdf

Pedestrian Facilities Guidebook: Incorporating Pedestrians into Washington's Transportation System, Otak for WSDOT/PSRC/CRAB, 1997

Main Street....When a Highway Runs Through it: A Handbook for Oregon Communities (November 1999), web: www.lcd.state.or.us/tgm/pub/mainst/MSH.pdf

Options and Innovations Toolkit: Context Sensitive Solutions for Rural Town Centers and Corridors, MAKERS and Transpo for PSRC, 2004

Guide to Land Use and Public Transportation, MAKERS for PSRC, 1996

Creating Transit Station Communities, MAKERS for PSRC, 2000

Making Streets that Work, City of Seattle, 1996, web: <http://www.ci.seattle.wa.us/transportation/pdf/mstw.pdf>

Building Projects that Build Communities, WSDOT, 2003, web: www.wsdot.wa.gov/biz/csd/BPBC_Final/

Bike Plan Source, web: <http://www.bikeplan.com/>

Pedestrian and Bicycle Information Center, web: <http://www.bicyclinginfo.org/>

WSDOT Livable Communities Policy, web: <http://www.wsdot.wa.gov/biz/csd/pdf/LivableCommunities.pdf>

B.3 On-Site Vehicular Access and Connections

Intent

- ◆ *To create a safe, convenient, and efficient network for vehicular circulation and parking.*
- ◆ *To enhance access to the area from the surrounding neighborhood.*
- ◆ *To upgrade the appearance of interior access roads.*
- ◆ *To minimize negative impacts of driveways on the streetscape and pedestrian environment.*

Recommended Standards

- B.3.1 Developments shall provide a safe and convenient network of vehicular circulation that connects to the surrounding road/access network and provides the opportunities for future connections to adjacent parcels, where applicable.
- B.3.2 Developments are encouraged to design interior access roads to look and function more like public streets. This includes planting strips and street trees on both sides, sidewalks on one or both sides, and perpendicular parking on one or both sides. These features may be required by the responsible official based on the nature of adjacent uses and anticipated pedestrian activity.
- B.3.3 Driveways are prohibited on *pedestrian-oriented streets*, unless there are no alternatives.



Figure B-10. Internal access road designed to look and function like a public street. Note on-street parking, lighting, street trees, and sidewalks.

B. Vehicular Access and Parking

- B.3.4 Parking lot entrances shall be restricted to no more than one entrance and exit lane per 300 lineal feet (lf) of frontage. Properties with less than 300lf of frontage shall be restricted to one entrance and exit lane for vehicular access. For corner properties, the separate street frontages shall be measured separately unless both streets are classified as an Arterial or Collector.
- B.3.5 Driveway widths shall be minimized per the responsible official to reduce pedestrian conflicts. Driveway lanes shall be no wider than 13 feet per entry or exit lane unless the responsible official determines wider lanes are appropriate for the use and that the design does not significantly impact vehicular circulation, public safety, pedestrian movement, or visual qualities.

B.4 Parking

Intent

- ◆ *To provide flexibility in how developments accommodate parking.*
- ◆ *To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings.*
- ◆ *To ensure safety of users of parking areas, increase convenience to businesses, and reduce the impact of parking lots wherever possible.*
- ◆ *To physically and visually integrate parking garages with other uses.*
- ◆ *To reduce the overall impact of parking garages when they are located in proximity to the designated pedestrian environment.*

Standards

See Section A.2 (Building Location and Orientation) for standards involving parking lot location.

B.4.1 Parking spaces shall provided consistent with 40.340.010(A)(5).

Exceptions:

- a. Multi-family dwelling – studio unit: 1 space/dwelling unit.
- b. Assisted care facility, senior: 1 space/each 3 units.
- c. Senior housing: 1 space/dwelling unit

B.4.2 Tandem parking (one car behind the other) may be used for all housing types, provided the spaces are identified for the exclusive use of a designated dwelling unit.

B.4.3 On-street parking spaces adjacent to uses shall count towards off-street parking requirements.

B. Vehicular Access and Parking

- B.4.4 For non-residential uses, the maximum number of parking spaces to be provided is limited to one hundred twenty-five percent (125%) of that required in CCC 40.340.010(A)(5).
- B.4.5 Shared parking between and among uses is encouraged and shall be permitted in accordance with CCC 40.340.010(A)(5).
- B.4.6 On designated pedestrian-oriented streets:
 - a. Parking shall be at the side and/or rear of a building, with the exception of on-street parallel parking. No more than sixty (60) feet of the street frontage measured parallel to the curb shall be occupied by off-street parking and vehicular access.
 - b. On-street, parallel parking shall be required on both sides of the street.
 - c. Parking lots shall be located to the side or rear of the building
- B.4.7 Parking lots shall not be located adjacent to intersections. Exceptions may be granted by the responsible official where alternative design treatments, such as special landscaping and architectural components adjacent to the street corner, enhance the visual character of the street and the pedestrian environment and where the project meets all other applicable design standards and guidelines.
- B.4.8 Parking structures on designated pedestrian-oriented streets shall provide space for ground-floor commercial uses along street frontages for a minimum of 75 percent of the frontage width. The entire façade facing a pedestrian-oriented street shall feature a pedestrian-oriented façade.
- B.4.9 Parking structures adjacent to non-pedestrian-oriented streets and not featuring a pedestrian-oriented façade shall be set back at least 10 feet from the sidewalk and feature landscaping between the sidewalk and the structure. This shall include a combination of evergreen and deciduous trees, shrubs, and groundcover. Alternative measures shall be considered, provided the treatment meets the Intent of the standards.

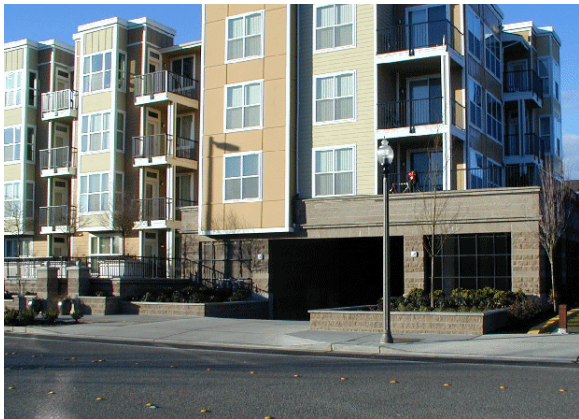


Figure B-11. A good example of a parking garage entrance for a mixed-use development.

- B.4.10 Parking garage entries shall be designed and sited to complement, not subordinate, the pedestrian entry. If possible, locate the parking entry away from the primary street, to either the side or rear of the building.
- B.4.11 Parking within the building should be enclosed or screened through any combination of landscaping berms, walls, decorative grilles, or trellis work with landscaping.
- B.4.12 Parking garages visible from a street shall be designed to be complementary with adjacent buildings. This can be accomplished by using similar building forms, materials, fenestration patterns, and/or details to enhance garages.
- B.4.13 An unbroken series of garage doors is not permitted on any street frontage, including walls facing controlled-access highways and freeways.



Figure B-12. A good example of individual garages for townhouse units.

Section C: Pedestrian Environment

C.1 Sidewalk and Pathway Standards

Intent

- ◆ To provide safe, convenient, and comfortable pedestrian circulation.
- ◆ To enhance the character and identity of the area.
- ◆ To promote walking, bicycling, and transit use.

Standards

C.1.1 Developments shall utilize appropriate sidewalk widths, materials, designs, and construction standards to enhance pedestrian access and complement city life. Specifically:

- Sidewalks shall be constructed per CCC Section 40.350.010 (Pedestrian and Bicycle Circulation Standards) unless otherwise directed by these design standards.
- Minimum sidewalk widths for both sides of streets:
 - 12 feet along pedestrian-oriented streets.
 - 5 feet along all streets serving single-family and/or duplex uses.
 - 8 feet along all other streets.

Outdoor business activities are permitted within the public right-of-way only if additional public sidewalk is provided greater than the required width. No business activities are allowed in the minimum required width. Also see Figure C-2 for other sidewalk width considerations.

- The sidewalk materials, colors, and textures shall be determined by the responsible official, based on the following:
 - Adopted street improvement plans, where applicable.
 - Goals and policies of the Comprehensive Plan and adopted subarea plans, where applicable.
 - Sidewalk improvements on the subject property or adjacent sites, when desirable.

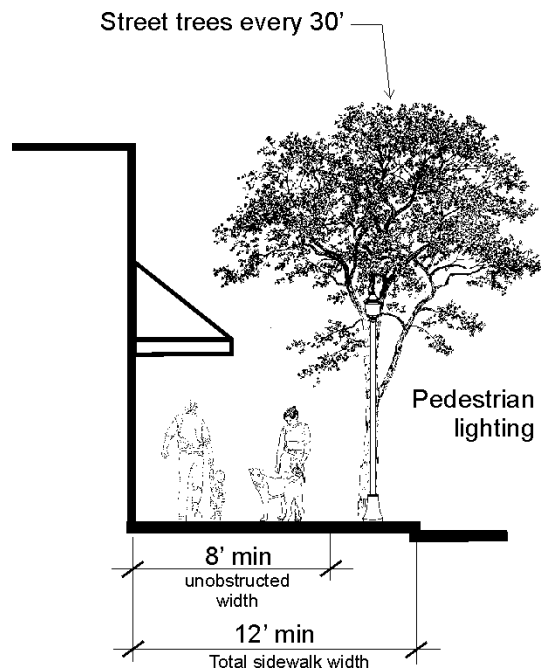


Figure C-1. Minimum sidewalk requirements along pedestrian-oriented streets and where adjacent to facades of mixed-use and retail buildings greater than 100 feet in width.

C.1.2 Sidewalks and pathways along the façade of buildings shall be of sufficient width to accommodate anticipated numbers of users. Specifically:

- a. Sidewalks and pathways along the façade of mixed-use and retail buildings 100 or more feet in width (measured along the façade) shall be at least 12 feet in width. The walkway shall include an 8-foot minimum unobstructed walking surface and street trees placed no more than 30 feet on-center per Figure C-1. As an alternative to some of the required street trees, developments may provide pedestrian-scaled light fixtures (as approved by the responsible official) at the same spacing. However, no less than one tree per 60 lineal feet of the required walkway shall be required. To increase business visibility and accessibility, the responsible official may allow breaks in the required tree coverage adjacent to major building entries.
- b. For all other interior pathways, the applicant shall successfully demonstrate that the proposed walkway is of sufficient width to accommodate the anticipated number of users. See Figure C-2 for considerations.



Figure C-2. Appropriate sidewalk widths.

C. Pedestrian Environment

- C.1.3 Pedestrian walks shall be separated from structures at least 3 feet for landscaping, except where the adjacent building features a pedestrian-oriented façade. The responsible official shall consider alternative treatments to provide attractive pathways. Examples include the use of planter boxes and/or vine plants on walls, sculptural, mosaic, bas-relief artwork, or other decorative wall treatments that meet the Intent of the standards.

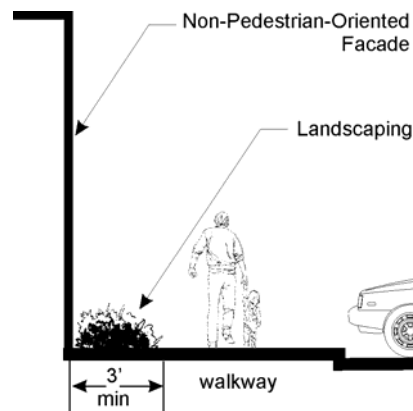


Figure C-3. Pathway/landscaping requirements adjacent to non-pedestrian-oriented facades.



Figure C-4. A good example of wall design treatment that would qualify for a departure from Standard C.1.4.

C.2 Pedestrian and Bicycle Circulation

Intent

- ◆ *To create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment.*

Standards

- C.2.1 Applicants shall successfully demonstrate how the proposal includes an integrated pedestrian circulation system that connects buildings, open space, and parking areas with the adjacent street sidewalk system and adjacent properties.
- C.2.2 Opportunities for off-street bicycle circulation shall be considered, where appropriate. Individual developments are required to connect to trails on adjacent sites and routes identified in Clark County's Trails and Bikeways System Plan. Factors that shall be considered in the design and routing of off-street bicycle trails include the anticipated traffic, types of users, connecting uses, views, visibility, grades, and safety. See Standard A.1.2 for related trail requirements and recommendations.

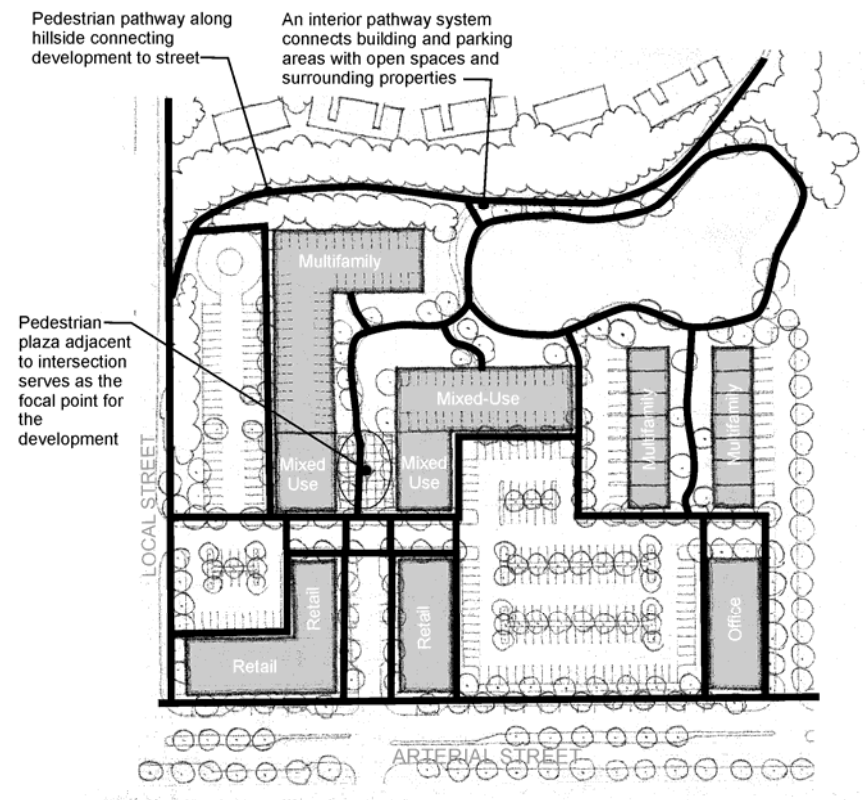


Figure C-5. An example of an integrated pedestrian circulation system for a mixed-use development.

C. Pedestrian Environment

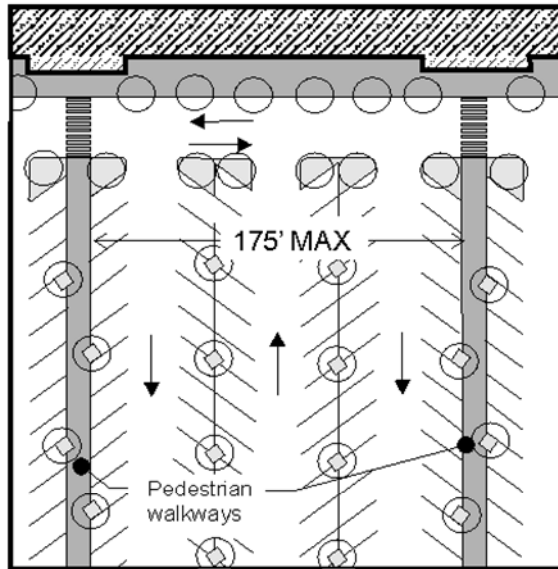


Figure C-6. Parking lot pathway requirements.

- C.2.3 All buildings shall have clear pedestrian access to the sidewalk. Where a use fronts two streets, access shall be provided from the road closest to the main entrance, preferably from both streets. Buildings with entries not facing the street should have a clear and obvious pedestrian accessway from the street to the entry.
- C.2.4 A paved walkway or sidewalk shall be provided for safe walking areas through parking lots greater than 150 feet long (measured either parallel or perpendicular to the street front). Walkways shall be provided for every three parking aisles or a distance of less than 175 feet shall be maintained between paths (whichever is more restrictive). Such access routes through parking areas shall be separated from vehicular parking and travel lanes by use of contrasting paving material, which may be raised above the vehicular pavement. Speed bumps may not be used to satisfy this requirement. Pedestrian-scaled lighting (maximum 18 feet in height) shall be used to clearly define pedestrian walkways or other pedestrian areas within the parking area.



Figure C-7. Parking lot pathway example.

C.3 Pedestrian Amenities

Existing Standards

CC 40.350.010 - Pedestrian/Bicycle Circulation Standards.

Intent

- ◆ *To create attractive spaces that unify the building and street environments that are inviting and comfortable for pedestrians.*
- ◆ *To provide publicly accessible areas that function for a variety of activities, at all times of the year, and under typical, seasonal weather conditions.*

Standards

- C.3.1 Site furniture provided in public spaces shall be made of durable, vandal- and weather-resistant materials that do not retain rainwater and can be reasonably maintained over an extended period of time.
- C.3.2 Pedestrian amenities shall be included along all streets containing adjacent non-residential uses. These elements add flavor to street and/or district, make the walk more interesting, and invite social activity. Specifically, one or more of the desired amenities listed below shall be included for each 100 cumulative lineal feet of street frontage. For multi-story buildings, two different types of amenity features are required for each 100 lineal feet of street frontage. The type, location, and design of chosen amenities shall contribute to a well-balanced mix of features on the street, as determined by the responsible official. Desired amenities include (see Figure **Error! Reference source not found.** for examples):
- a. Pedestrian furniture, such as seating space, approved trash receptacles, consolidated newspaper racks, bicycle racks, and drinking fountains. Seating areas and trash receptacles are particularly important where there is expected to be a concentration of pedestrian activity (such as near major building entrances and transit

stops) and may be required by the responsible official. The following are specific seating and trash receptacle requirements:

- (1) Seating. At least 8 feet of seating area (a bench or ledge at least 16 inches deep and appropriate height) or four individual seats per 100 linear feet of sidewalk.
 - (2) Trash Receptacles. At least one trash receptacle per 100 linear feet of sidewalk.
- b. Planting beds, hanging flower baskets, and/or large semi-permanent potted plants.
 - c. Decorative pavement patterns and tree grates.
 - d. Informational kiosks.
 - e. Transit shelters.
 - f. Decorative clocks.
 - g. Artwork.
 - h. Other amenities that meet the Intent.

Features above that are publicly funded, already required by code, and/or obstruct pedestrian movement shall not qualify as an amenity to meet this standard.